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BRITISH CONCESSION.
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Canton, 1st October, 1901.

INTIMATION

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

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Per doz. Per bot.

B. SUPERIOR PALE DRY.
Dinner Wine, Green Seal
Capsule ... \$12.00 \$1.00

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GOOD ... \$16.50 1.40
FINE ... 27.00 2.25

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

[31]

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dresses with communications addressed to THE EDITOR.
The Editor is not responsible for the return of
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All letters for publication should be written on
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The Daily Press.

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HONGKONG, 15th May, 1903.

From the statement made by the Post-
MASTER-GENERAL in the House of Commons,
and summarised in REUTER'S message of
the 12th inst., it is obvious that the British
Government does not intend to neglect oppor-
tunities for the more rapid transport of
the mails to the Far East. Mr. AUSTEN
CHAMBERLAIN announced that if the
Trans-Siberian Railway offered a speedier
regular mail service he would be obliged
to utilise it, and stated that he was in
communication with the authorities with
a view to the establishment of a service
to Peking and the Far East. As yet,
however, no agreement had been reached.
In saying that he would be obliged to
utilise such a service, Mr. AUSTEN CHAMBER-
LAIN does not doubt intended to convey that
personally he would prefer to use a British
line, but that if the Siberian Railway can
carry His Majesty's mails as securely and
more expeditiously than the Peninsular
and Oriental S.N. Co. can transport them
in their steamers he will feel compelled to
send them by the best of the competing
routes. Naturally it is not palatable to
have to go past the historic Company which
has for so many decades well and faithfully
performed this important work. Moreover,
it is very desirable that, if possible, a
British Company should carry the British
mails over a British route to the most
Easterly British Colony of Hongkong.
And before sacrificing all the advantages
gained by such transport, it would be well,
we think, to weigh impartially all the pros
and cons, and see whether an accelerated
steamship service that would compete with
the Trans-Siberian route is not possible.
So far as India is concerned a railway
overland, via Persia, is of course practicable,

and will no doubt eventually be constructed,
but it must be many years before Burma
is connected with China by railway, and in
any case it seems impossible that any route
to the Far East can compete in point of
time with the Siberian Railway. But before
adopting the latter as a mail route it will
surely be advisable to wait and see how
it is worked and whether it will run un-
failingly throughout the winter, or whether
it is likely to be snowed up occasionally
the traffic impeded or blocked by the severity
of the cold. There is no reason to doubt
that the Russian Government will do their
utmost to make this line a success commer-
cially and financially as well as strategically,
but it must also be remembered that
Muscovite undertakings of the kind are
too apt to lapse into casual ways and the
officials in charge are very prone to
forget the sanctity of the time-table.
We may be sure, however, that the
British Government will not decide upon
any change from the existing arrangement
for carrying the Eastern mails in a hurry or
without giving due consideration to the cer-
tainty and regularity of their delivery. The
necessity for the early delivery of correspon-
dence has been largely discounted by the
increased use of the telegraph; and the
numerous opportunities now afforded to
despatch letters by the different mails and
routes have also assisted to reduce the im-
portance formerly attached to the early
receipt of the English mail. So much is this
the case that the arrival of His Majesty's
mail is no longer anxiously looked for
as in former years; its delivery hardly
causes a flutter in the office or the home,
for it is one among many, and most of the
news it brings has been already anticipated.
It is probable also that, with the progress
of telegraphy, this means of communication
will be rendered much less costly, and that
the mail letters will more and more become
mere confirmation of the work's telegrams.

A few weeks ago the Shanghai Chamber
of Commerce unanimously passed a re-
solution expressing the opinion that the
Treaty Powers should urge the Chinese
Government to take the necessary steps
to provide for a uniform national coinage
as a first step towards establishing the
currency of China on a gold basis at as
early a date as practicable. Some attempt
is actually to be made by China in this
direction, for Prince CHING has by Imperial
Edict been instructed, in conjunction with
the Board of Revenue, to establish an
imperial mint in Peking to provide a
uniform coinage for the Empire. We
prefer not to hazard any prediction as to
when China will actually be in possession
of this uniform currency, but it is satis-
factory to note that steps are being taken
to give effect to the undertaking given in
Article II of Sir J. L. MACARTNEY'S Treaty,
and if the representatives of the Treaty
Powers in Peking are at all desirous
of acting upon the Shanghai resolution
their task will not be a difficult one; for the
Chinese Government, we may take it, is
already convinced of the desirability as
well as the feasibility of this important
reform. We learn from the native papers
that Prince CHING has requested the
various Viceroy and Governors to furnish
reports on the dollar currency wherever
it is used, and to suggest what should be
the definite and uniform exchange values
between silver dollars and copper coins.
An uniform currency for China is one
thing, however, and a stable currency is
another, but in the interests of China the
one must follow the other, and the sooner
the better. Many of the arguments which
we have in the past been accustomed to hear
against a gold currency for China have been
explored by the experiences of India, and
there is nothing in the experience of India
to justify pessimism or doubt as to the
beneficial effect likely to accrue to China
from the adoption of a gold standard.

The Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donation to the funds of
the Hospitals.—W. E. Van Eps, \$25.

Ho Yau, of no particular occupation, was
found guilty at the Magistrate's yesterday of
stealing \$127.77 from the house of a friend's
master where he had been staying for some
weeks, and was sentenced to three months
hard labour.

A special general meeting of seafarers and
subscribers has been summoned in connection
with the election of six lay representatives of
the St. John's Cathedral congregation to the
proposed new Colonial Church Council. The
meeting will be held in St. Paul's College
to-day at 5 p.m.

Twenty-four cases of plague were notified
during the twenty-four hours ended at noon
yesterday, all but one (an Indian) being Chinese
cases. Nine cases were "found," two of them
being found on boys at the man-of-war as
chore boys. Two cases of plague, we observe, were
notified from the Central Police Station.

The final between Ireland and Scotland will
be played on the Polo ground to-morrow.

The Union (Shanghai) says that Captain
Bayly of H.M.S. *Tudor* has invented a
floating disappearing target for sailors.

The Japanese firm of Ushigusa & Co. of
Peking is stated to have lost \$300,000 by
embezzlement on the part of three Japanese.

Mr. R. J. Gross, of the American Locomotive
Company, is in the East "making a thorough
study of the locomotive requirements of
Asiatic countries."

A Chinaman was sentenced to three years'
hard labour in the British Court at Bangkok
for forging a cheque on the Hongkong and
Shanghai Bank. He had received a cheque for
11 ticals and dishonestly altered it to 1,100 ticals.

It is announced that the Great Northern
(U.S.) Railroad has perfected a distinct Asiatic
Freight Department, of which Vice-President
J. W. Blahon will be chief in addition to his
other general manager's duties, and Mr. P. B.
Beidleman is active assistant.

Every cargo, says the *American Asiatic*, now
shows canned salmon moving to the Orient. A
year ago such movement was unknown. Salmon
is selling now in the Orient as California canned
fruits sold in Europe when they began to be
exported there.

Quoting from the Philippine Commission
Report the observation that "there rests upon
this Government and upon the American
Government the duty of teaching the Filipino
labourers the independence and dignity of labour
under a free government," an American
commercial journal says: "The physiological
change in the Asiatic will be awaited with
interest by the scientific student and the anti-
imperialist. Both are intensely curious."

By permission of Major Radcliff and Officers,
the band of the 33rd Burma Infantry will play
the following programme of music in the King
Edward Hotel this evening during dinner from
7.30 to 9.30:—
March..... "The Rifle Regiment,"..... Sousa
Overture..... "Tancrède,"..... Rossini
Selection..... "The Gipsies,"..... Sidney Jones
Dance..... "Hungarian,"..... Brahms
Selection..... "The Belle of New York,"..... Kerker
Valse..... "Egmont,"..... Walther
Romance..... "Egmont's Song,"..... Fauré
"God Save the King."

The Chinking correspondent of the *Shanghai
Mercury* says:—A matter of some importance
has just come to my notice, for it is understood
that certain "shares" in the China Merchants'
S. N. Co. representing, say, dollars thirty-
thousand, have been handed over to a foreign
merchant as security for a "Loan," or advance
made in the interest of a Chinese official and
an official undertaking in the interior, and it
follows that these shares are beyond the reach
of the Chinese Government in their desire to
assume control of the C.M.S.N. Co.

THE GOLF FINAL.

The final tie in the Golf Championship
competition, between Mr. C. E. H. Beavis and
Mr. W. W. Clark, will be played this afternoon
at Happy Valley. Members of the Golf Club
will be at home from 4 o'clock, and cordially
invite the ladies of the Colony to be present.
It was originally intended that the final should
be played off on Wednesday last, but the heavy
rains prevented this. In spite of the
torrential downfall, however, the competitors
started the match and played six or seven
holes, but as the greens were awash in a manner
that made putting next to an impossibility the
game was stopped.

ASSAULTING AN EXCISE OFFICER.

"The doll's day" with the excitement," Burns
wrote, and many a Chinaman at here would
not feel particularly satisfied if his static in jest
were to be built with every one of the officials who
safeguard the interests of the opium farmer.
A party of excise officers under P. C. Calliper
went to execute an opium warrant at an
unnumbered house in Tai Hang village on
Wednesday night, and one of them was furiously
attacked by a male inmate who objected to
having his plans for future enjoyment spoiled
by any one. He was taken in hand by P. C.
Calliper and with another man removed to the
station. At the Magistrate's yesterday fines were
imposed of \$5 for the assault and \$15 each for
unlawful possession of the opium.

THE COMMISSION OF H.M.S.

"OCEAN."

Next Wednesday the ship's company who have
served on H.M.S. *Ocean* since she went into
commission more than three years ago are due
to sail for home on the *Spartan* and *Euro*
which brought out the relief. It was on 20th
February, 1900, that the *Ocean* was commis-
sioned by Captain A. G. Curzon Howe, C.B.,
C.M.G., A.D.C., and on 13th March the ship
sailed for the Mediterranean to join the Fleet
under Vice-Admiral Sir John Fisher, K.C.B.

She remained on that station until the beginning
of the following year, sailing for the Far East
on 2nd February from Valletta. It may be
noted that before the *Ocean* entered the Suez
Canal en route her draught had to be lessened
by unloading to an extent of 200 tons, and also
that the dues paid for the passage through the
Suez Canal were £2,000. Hongkong was reached on 11th
March, after a trip of 37 days. On arrival here
the ship's company were allowed five weeks in
which to settle down on their new station before
being despatched north. Since then the *Ocean*
has been back and forward cruising about the
China coast and Japan. The new commission
take her over in spick-and-span condition, for
she has just undergone a complete refit lasting
over five months.

TELEGRAMS.

REUTER'S SERVICE.

THE UNITED STATES.

LONDON, 12th May.
President Roosevelt, speaking at Watsonville,
California, said that during the present cen-
tury, the Pacific, where America already holds
a commanding position, must pass under
American influence; this would involve a great
burden and responsibility, but that was the
price of greatness which only a brave nation
would object to paying.

COMMUNICATION WITH THE FAR EAST.

LONDON, 12th May.
Mr. Austen Chamberlain, in the House of
Commons, said that if the Siberian Railway
offered a speedier regular service (for the
mail) he would be obliged to utilise it, and that
he was in communication with the authorities
with a view to the transmission of a service to
Peking and the Far East. As yet no agree-
ment had been reached.

THE KING'S VISIT TO SCOTLAND.

LONDON, 12th May.
The King and Queen have made a state entry
into Edinburgh. Troops and immense crowds
lined nine miles of the route from Dalkeith to
Holyrood, where Their Majesties held a Court.

THE NEAR EAST.

LONDON, 12th May.
The Embassy has called the attention of
the Porte to the situation at Monaster where
intense bitterness against the Bulgarians
prevails. The Ambassadors urge measures to
prevent massacre.

KWANGSI FAMINE FUND.

The Hon. Treasurers acknowledge with
thanks the following subscriptions:—
H.E. Sir Henry A. Blake, G.C.M.G. \$200.00
Lady Blake ... 200.00
Sir John Keme, Bart. ... 50.00
Anonymus ... 20.00
Mrs. Schmitt ... 5.00
Chun Shun Kee ... 500.00
N. Hangshing ... 25.00
Renshi Mission ... 27.69
Rev. E. J. Hardy, C. F. ... 20.00
Hon. Gershom Stewart ... 250.00
Native Officers, N.C.O.'s and
Mon. 14th Bombay Infantry ... 42.88
A Friend (proceeds of sale) ... 25.00
David Sassoon & Co., Ltd. ... 500.00
E. D. Sassoon & Co. ... 500.00
Siemens & Co. ... 500.00
Molloy & Co. ... 500.00
Arnold Karberg & Co. ... 500.00
Carlovitz & Co. ... 500.00
Hon. Robert Shaw ... 500.00
Chater & Moyle ... 1,000.00
Meyer & Co. ... 300.00
Wm. Meyer & Co. ... 300.00
Ho Tung ... 1,000.00
Jensen & Co. ... 400.00
Hamburg-America Linie, Hong-
kong Office ... 300.00
Mitsui Bussan Kaisha ... 500.00
Rauher, Brunsman & Co. ... 250.00
S. J. David & Co. ... 250.00
Almat Ramjhan ... 200.00
A. H. Ching ... 50.00
Victor H. Decon ... 200.00
C. A. Torres ... 200.00
Ho Family, Canton ... 66.69
Hui Kii, Canton ... 100.00
Girls of C.M.S. School, Lynd-
hurst Terrace ... 7.20
Anonymus ... 50.00
J. R. M. Smith ... 250.00
Fun Yun Fung ... 5.00
Collection from Congregation,
Union Church ... 332.65
Chartered Bank of India, Australia
& China ... 500.00
Hongkong & Shanghai Banking
Corporation ... 1,000.00
Deutsche Asiatische Bank ... 500.00
Bank of South China ... 500.00
E. A. Hewett ... 500.00
Bryley & Co. ... 150.00
J. H. Hastings ... 25.00
Gibson & Co. ... 10.00
G. H. M. Hirst ... 150.00
Gibb, Livingston & Co. ... 100.00
John D. Humphreys & Son ... 150.00
Lane, Crawford & Co. ... 100.00
Rudecker & Co. ... 100.00
W. Lysaght ... 3.00
Murray Stewart ... 50.00
C.M.S. Missionaries, Pakhoi and
Lunghow ... 110.00
\$14,241.52

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived
at Vancouver on the 12th inst., at 11.30 p.m.
The C.P.R. steamer *Tartar* arrived at Kobe
at 6 a.m. on the 13th inst., and left again at
10 p.m. same day for Yokohama, where she is
due to arrive at 5 a.m. to-day.
The Boston Steamship Co.'s steamer *Yamato*
left Victoria, B.C., for Yokohama on the 11th
inst.
The C.N. steamer *Sungkiang* left Manila for
this port via Cebu on the 14th inst., and is due
here on the 21st inst.
The C.N. steamer *Chinglu*, from Australian
ports, left Sydney on the 13th inst., and is due
here on the 24th inst.
The O.S.S. steamer *Antenor* left Singapore
on the 13th inst., a.m., and is due here on the
18th inst.

PAKHOI.

[FROM OUR CORRESPONDENT.]

EXECUTION OF A BLUE-BUTTON MANDARIN AT LUNGHOW.

A military mandarin was decapitated at
Lunghow on the 29th ultimo for the crime of
high treason. He was alleged to have
supplied arms and ammunition to the rebels in
Kwangai, whom he was ordered to subdue. This
unfaithful officer, Yuen Chio Chong by name,
was in charge of one of the three columns for
suppressing the rebels on the Kwangai and
Kwangtung borders. He has lately invariably
come out with flying colours in his encounters
with the rebels, while the other two columns
had but indifferent successes. This, undoubtedly,
has aroused not a little jealousy and
mistrust on the part of his rebel officers, who,
in their endeavours to discover the best means
to obtain better results for themselves, ques-
tioned one of the rebels, taken prisoner in a
previous engagement, as to the strength and
tactics of the insurgents, when he stated, among
other things, that the force under commander
Yuen was never able to cope with the rebels as
has been generally believed. The rebels only
simulated defeat on the approach of Yuen's
troops, who usually follow the enemy far into
their camps, where some rifles and ammunition
would be laid down by the troops before hark-
ing back, probably through some preconcerted
arrangement between commander Yuen and the
rebel leader. On the return of Yuen's force from
the last expedition, however, acting on the strength
of the rebel prisoner's information, a search was
made, when it was found that some rifles and
ammunition were unaccounted for. This was
taken to confirm the rebel prisoner's information,
and served as evidence that Yuen was in league
with the rebels, for which crime he most
deservedly lost his head. It may as well be
noted that Yuen was formerly at the head of a
turbulent party which gave the government an
immense amount of trouble. He had been offered
his pardon and appointed to a post in the army
to persecute the evil-doers, as is often the case
in the mobilisation and reorganisation of the
Chinese army, especially in the southern
provinces.

A SUPPOSED CASE OF VENGEANCE.

About a fortnight ago, a passage boat
running between this and Anpou in the Koochow
Prefecture was attacked by pirates. On board-
ing the boat they killed and mutilated the
captain leaving the passengers and cargo in the
boat undisturbed. The reason for this strange
behaviour on the part of the pirates remains a
mystery; but it is surmised that the skipper of
the passage boat had either refused to join the
secret society to which the pirates belong, or
had resisted the payment of the blackmail so
often imposed by the pirates on these boats,
but most probably, it is said, the skipper was
suspected of being the party who lately gave
information to the garrisons and the guard-boats
regarding the whereabouts of the pirates. What-
ever may be the cause, it had a deterrent
effect on the boats trading on this route, so
much so that the junks to and from Anpou are
now sailing in convoys of five or six, to the
detriment of trade already so much hampered
through different causes.

A CHINAMAN STRUCK BY LIGHTNING.

During a thunderstorm on the afternoon of
the 4th instant a peasant was killed by
lightning in the western part of the town;
several parts of his body were blackened and
burnt. It is curious to observe the practices
followed by the natives here on such a thing
happening. They firmly believe that when an
individual is killed by lightning he is supposed
to have been guilty of a hideous crime which
must be discovered and made patent before the
corpses is allowed a decent funeral. For this
purpose the services of a Buddhist or Taoist
bonze are called into requisition to discover the
deceased's iniquity, and the bonze, after chanting
and galloping on horseback around the corpse,
placed in the open air for the purpose, declared
that he had learnt by inspiration that deceased
had committed perjury in a land dispute, and
had thereby misappropriated a piece of
his neighbour's ground. This may or may
not have been true, but the bonze had
doubtless done his best before the per-
formance to assure himself of the fact. One
cannot help feeling sorry that the poor natives
should have such simple faith in these incanta-
tions and so-called inspirations as allows these
bonzes to drain them of their hard-earned
savings.

RICE AS DEAR AS EVER.

Notwithstanding that all the steamers from
Lunghow and Hongkong have recently been
bringing full cargoes of rice, this staple is as
dear as ever. Importers are doing a thriving
trade, and if they continue to do so until the
next harvest, which will be about the end of
June, they will rapidly make their fortunes.

TERRIBLE COLLISION IN THE INLAND SEA.

SERIOUS LOSS OF LIFE.

A disastrous collision, involving heavy loss of
life, occurred off Nobutsuna Island on the night
of the 1st inst. The *Hayami Maru*, a small
steamer of 121 tons running between Ujina
and Mitsugabara, Shikoku, was run down by the
Corean steamer *Koryu* (700 tons). The vessels
exchanged whistles several times, but for some
reason at present unexplained the warnings
failed to avert a collision, and the *Hayami* was
cut into and went down in five minutes. There
were seventy-two passengers on board the ill-
fated vessel. Forty-three of these and the whole
crew (14 in all) were saved by being lowered
from the Korean steamer and by swimming to
the steamer. They were conveyed to Mitsugabara,
but two of the rescued passengers suc-
cumbed immediately to their arrival there.
In all twenty-nine passengers are missing.—
Kobe Herald.

CORRESPONDENCE.

THE CLOSING OF CHINESE THEATRES.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 14th May.

Sir,—“Scallywag” has certainly not con-
ceded into his non-deplorable characteristics
with the name connotes. They are in evidence
in more than one portion of his letter in your
issue of this morning.

He accuses me of “foolishly implying” that
it is to safeguard the health of an occasional
European that the native theatres are to be
closed. I said nothing from which any such
deduction can be made, and defy “Scallywag”
to make good his assertion.

I quite agree with “Scallywag” that this
is not a racial question. If it can be proved that
the theatres are responsible in any way for the
prevalence of plague, by all means let them be
closed irrespective of whether they are native
or European. But when there is no such proof
before us, when on the contrary we find that
in such plague centres as Bombay and Calcutta
no such measure was adopted in the worst
of times, I fail to see the necessity of
taking that step here in the face of the
pretext of the Chinese representatives. We have
wondered the Chinese enough in all conscience.
We have interfered with their burial customs
and harassed them in every conceivable way
both as property owners and as tenants—at all
times with the best intentions in the world.
But we have not forgotten or any other section
of the population the least good directly or
indirectly. We have an excellent object lesson
in Canton. They have no Sanitary Board,
and no “very able President” to head it.
They have no drains there on the system
or any other system, no whitewashing and
cleaning gangs and no army of sanitary
inspectors and rat-catchers. And yet what
plague leaves this Colony, it leaves Canton
too. We do not, in spite of all our efforts,
enjoy one week's immunity more than our
neighbours. All this shows that, with all
our historical arrogance, we are as igno-
rant of the causation of plague and of the
best method of combating it as the uneducated
Chinaman. Why then interfere with his
amusements and make his life wretched with
no prospect of benefit to anybody?—Yuen
etc.

COMMONSENSE.

INTERESTING LEGAL CONTEST AT MANILA.

THE CUSTOMS AND THE “LOONGSHANG” CASE.

The *Manila Times* of the 8th inst. says:—
The legal contest over the attempt of
Collector of Customs Shuster to impose a fine
on the British s.s. *Loongshang* has been re-
newed and promises to furnish one of the most inter-
esting legal battles ever waged in the local courts.
Collector Shuster has ignored the injunction
issued against him by Judge Ambler of the
Court of First Instance, and has begun proceed-
ings in the Court of Customs Appeals for the
recovery of the fine and the issuance of a writ
against Judge Ambler and the defendants in
the case.

The defendants have retaliated with contempt
proceedings against the Collector, and he has
been cited to appear before Judge Shuster at 3
o'clock, on Monday morning to show cause why
he should not be punished for disobeying the
mandate of the Court of First Instance.

The issue in the latter proceedings is the
jurisdiction of the Court of First Instance over
the Collector of Customs. The Collector takes
the ground that he is outside of the jurisdiction
of the court and on this presumption completely
ignored the proceedings held in that court.
It will be remembered that several months
ago Collector Shuster imposed a fine of \$20
on the *Loongshang* for the escape of a Chinaman
from the vessel. The fine was actually
imposed, it is alleged, on the mere report of
certain Customs officials. The master and
agents of the vessel refused to pay the
fine and asked for an investigation. There
was a form of enquiry at the Custom
House, and it developed the startling in-
formation that the Chinaman had escaped
through the dishonesty of a Customs guard. It
was shown that he had paid 150 pesos to be
allowed his freedom. Despite this fact the
Collector insisted upon the payment of the fine
and, when it appeared that he would not
pay, and when it appeared that the vessel was
power and detain the vessel, Captain Weigl
the master, and Smith, Bell & Co., the agents,
appealed to the Court of First Instance and
secured a temporary restraining order directed
against the Collector. Attorney-General
Wilby took the ground that Collector Shuster
had exceeded his powers and so advised him and
his appearance was made in the case. After the
usual time the temporary order was made final
the case having been defaulted by the Collector.

BENEFIT CONCERT.

A benefit concert on behalf of Miss Flora
Abdelade will be given in the Theatre Royal
to-morrow, and quite an exceptional array
of talent has been secured for the occasion.
Besides several turns by the talented band
clay there appear on the programme the
names of Messrs. F. C. Whittick, F. Williams,
H. Palmer and J. Oxberry, Mrs. E. Stephens,
Cento the Juggler, the Two B's, and the Two
Elmas, Messrs. J. R. Martin, W. J. Dodson,
W. Rogers, comedians, the Musical Burglar,
and Mr. Frank Harris. As a finale there will
be a farce. The concert should prove to be one
of the best of the season.

CHINESE.

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CHINESE TREATY REVISION.

THE AMERICAN PROPOSALS.
The Times correspondent at Shanghai sent to the London journal last month the following observations on the above subject:—

The American revised treaty of 16 articles now under negotiation omits the original clauses with reference to the indemnity and the Customs service mentioned in my message of September 17. The treaty generally follows the lines of that negotiated by Sir James Mackay, but important modifications are noticeable with reference to the treatment of the question of the abolition of *lekin*. The United States Government stipulates for the entire abolition of *lekin* and of all native Customs houses on waterways and land routes, and also of salt and opium stations; the abolition to be compensated for by the imposition of a surtax equivalent to the amount of the import duty. The treaty limits the total taxation of exports to 7½ per cent.; it does not touch the questions of Excise and consumption tax, which are regarded as matters within the discretion of the Chinese Government, and it exempts native machine-made goods from all export duties. The article practically represents the policy originally advocated by Sir J. Mackay, and afterwards, unfortunately, modified; it is unlikely that the Chinese will accept the proposed 5 per cent. surtax, inasmuch as the British treaty offers more for the partial abolition of the barrier system.

Article 12 requires China to open to foreign trade Peking, Mukden, and Taku-shan. The last-named port, which is near the mouth of the Yellow River, comes within the scope of Article 5 of the supplementary Port Arthur Convention of May, 1898, in which it is stated that coast ports and neutral ground adjacent to the leased territory shall not be opened to the trade of other Powers. The Chinese are anxious to learn whether the United States Government is aware of the terms of the convention, or whether it is prepared to dispute the validity of an agreement which denies the most-favoured-nation treatment and rights within Chinese territory.

REVIEWS.

The Intriguers. By THOMAS COBB. London: George Bell & Sons.

MR. COBB has earned some celebrity as a writer of fiction by his *The Head of the House*; in this later book there is matter that should serve to enhance it. *The Intriguers* is not a strong work in the sense in which the term is applied to novels: it is composed of light material of a not altogether unconventional kind; but the plot, handled with skill and apponishing the consummate, compels attention, while the character sketches are admirable. A handsome aristocrat with *rose* tendencies, a dull but honest soldier, and a pretty girl; these, along with the other woman, make up the circle of the chief characters in the novel. To the end the ultimate issue is obscured in a manner calculated to hold the reader's attention until he has turned the last page.

The Triumph of Count Ostermann. By GRAMHAM HOPE. London: George Bell & Sons. SET in the stirring and treacherous times of Peter the Great in Russia, this novel by Mr. Hope is a capital reflex of the period of which it treats: replete with life and incident, full of interest and, historically, a book to be considered as one of much value. In these days it is mostly to the Muscovite that Count Ostermann is a memory. Peoples outside the realms of the Tsar have lost sight of him in the refuge of the greater or of which he was a satellite. But he was a man who filled a large place in the task of laying the foundations of the Empire as she stands to-day. Like many another Russian statesman who worked for the love of country, he ended his career in Siberia. In his book Mr. Hope presents us to meet of the famous personages who belonged to the semi-barbarous but brilliant Court of Peter. The tale he tells is highly entrancing, woven with the skill of a practised story-teller. Indeed, *The Triumph of Count Ostermann* is a book to make one sit up far into the night to read it to a finish and then to sigh that it were not longer.

Helen Adair. By LOUIS BECKE. London: George Bell & Sons.

THE talented author of *By Reef and Palm* and other novels that have already been offered to the public has made an interesting addition to Australian literature in *Helen Adair*. Dealing with the period when the Colonies were the dumping-ground for convicts and political prisoners exiled from England, the story throws side-lights innumerable on the system adopted to keep straying feet in the narrow path of rectitude. Of that system, which punished with terrible severity and did little to redeem, it is unnecessary at this date to speak; it is a sad story of the main object was effected. The characters in *Helen Adair* are humanly drawn, and under the skillful treatment of the author their various workings become an enjoyable study. The book deals with an escape from one of the penal settlements by the heroine, Helen Adair, and her father and cousin, to be near whom in their banishment for political offences Helen deliberately passes some pieces of bad money and brings upon herself the punishment that has fallen on them. Many difficulties have to be overcome before freedom is won, but they succeed at last through the devotion of a friend who, as an engineer seeking the descendants of a man whose offspring he knows to be in another part of the world, manages to obtain access to the settlements where the exiles are confined. Such is the bare outline of a story which is more than usually deserving of the reader's attention.

MARCONI GRAMS.

THE INVENTOR'S REPLY TO HIS CRITICS.

At the annual meeting of the shareholders of Marconi's Wireless Telegraph Company, Limited, held in London last month, Colonel Sir Charles Euan-Smith, who presided, said the Company had accepted the offer of the Admiralty providing for a further extension of the use of the Marconi apparatus by His Majesty's fleet, where it was already in operation on thirty-two ships, and when the installation was completed he would venture to say that the British fleet in regard to wireless communication would be superior to any other fleet in the world. (Cheers.) For the first year in the history of the Company, the income had exceeded the expenditure.

Mr. Marconi, who was cordially received by the shareholders, reminded them that public messages were sent for the first time across the Atlantic on Dec. 31. Since then hundreds of messages had passed, and at present the Company were supplying to the Times messages from America at press rates identical with those fixed in the agreement with the Canadian Government. Certain extensions of the plant of the trans-Atlantic stations were necessary before they could carry out commercial work on a large scale, but now that they had come to an understanding with the British Post Office as to the attitude he believed it would adopt towards the enterprise, those additions to the plant would be pushed forward with all possible speed. It had been said by interested parties that excessive secrecy was being observed as to the working and the results obtained at the Company's shore stations. If the contention was that he ought to admit to study the working of these stations a number of so-called experts, who, while holding a brief for those who had an interest in opposing wireless telegraphy, appeared to be unacquainted with even the rudiments of his system, then he had no hesitation in stating that he was determined to adhere to his present policy. (Hear, hear.) At the same time he was glad to declare openly that he had no objection whatever to show the working of trans-Atlantic wireless telegraphy to men of science or engineers whose eminence was undisputed, and who had been able to consider the problems involved with an unbiased mind. Lord Kelvin, Professor Fleming, and he hoped, Lord Rayleigh, were shortly going to witness the operations of long-distance wireless telegraphy, as well as a repetition of the non-interference tests already reported on by Professor Fleming. The progress of the development of wireless telegraphy had been and continued to be exceedingly rapid, and already it had surmounted a large number of objections which had been brought against it, and of the difficulties, real or imaginary, with which it had been opposed. He would be the last person to say that there did not remain a field for yet improvements, or that there were not yet difficulties to be overcome; but since so many had already been faced, and in due course demolished, he was confident that it would not now be long before the most important of these difficulties which remained would likewise be conquered, and that wireless telegraphy was on its way to the rapid attainment of such importance and utility to civilisation as perhaps only very few could as yet foresee or realise. (Cheers.)

The report having been adopted and the retiring members of the board re-elected, an extraordinary meeting was held, at which a resolution was passed increasing the capital of the Company to £300,000 by the creation of 100,000 further shares of £1.

GUBERNATORIAL COMMENDATION.

About a week ago three housebreakers were surprised whilst robbing a pawnshop in Cross Street, Wanchai. The man who first gave the alarm saw the skylight over the pawnshop open and a face peering down, and he gave information of the fact to the accountant of the shop. The latter ran out into the street to summon help and was lucky in meeting Chinese constable No. 310, whom he apprised of what was going on. Never dreaming of danger, the housebreakers meanwhile were employing their time and opportunities to the best advantage, and with a long bamboo pole, at the end of which was an improvised metal hook, were pulling up through the skylight everything within reach. Finally satisfied with their haul, they prepared to clear out. Two descended to the cookhouse from which access had been gained to the roof of the pawnshop, and there they were found by the lunkang when he entered the place. The third man was hanging by his hands from the skylight of the cookhouse ready to drop down, but when the Chinese constable appeared on the scene he tried to scramble back again out on the roof. The lunkang caught him by the legs and dragged him down beside the other two, and, holding the trio by their queues in the manner of a coat of arms driving a three-in-hand, he marched them off to No. 2 Police Station, Wanchai, whence they were transferred to the Magistracy and subsequently dealt with. The conduct of the lunkang was brought to the notice of H.E. the Governor, who, we understand, has commended him for his prompt action and smart capture.

WEATHER REPORT.

The report from the Hongkong Observatory issued yesterday says:—
The barometer has fallen much over SE. Japan owing to the depression, which is moving Eastwards off the S. coast of Japan. Pressure has increased on the China coast, and gradients are slight for NE. winds in the Formosa Channel and for SE. winds over the N. part of the China Sea.
Forecast.—NE. winds, light or moderate; showery.

BRITISH TRADE WITH CHINA.

Mr. W. Holland, late H.M.'s Consul at Swatow, has addressed a letter to the Manchester papers, advocating what he recently proposed to a meeting of the London Chamber of Commerce. He points out that we are losing our percentage of trade.

"The competition we have to reckon with being active and formidable, the question arises: What can be done to revive our commercial energies and bring British goods once more to the front? I am convinced that the answer to this query is: Lighten the mutual darkness that exists. The British merchant and manufacturer know next to nothing of what the Chinese want, and millions of Chinese know nothing of what the British manufacturer can produce. The day is long past when the manufacturer, on being told, for instance, that the Chinese want cotton piece-goods of a narrow width, could afford to reply with supercilious haughtiness, 'We do not make such goods; let them take what we send or go without.' Our rivals take the trouble to find out just what the Chinese want and to make an article accordingly."

With reference to "lightening the mutual darkness" Mr. Holland suggests starting small exhibitions of British goods of all sorts in certain of the busy marts of China.

"A scheme of this kind need not interfere with vested interests in any way. When the enormous size of China is considered it will be evident that there is room for any amount of additions to our commercial enterprises in the country. I have recommended one exhibition to be opened in Western China. By this I mean some busy town in the rich and populous province of Szechuen, which does not produce its own cotton, but grows opium, which is a very valuable commodity, and the profit on which enables the well-to-do Szechuenese to buy all kinds of foreign goods which they have a chance of selling and admiring. But chief among such goods stands cotton in every shape, the Chinese being essentially a cotton-wearing nation. In the North of China, where the cold of winter is intense, the natives have taken to flannels and other woollen clothing. But in the West, where the winter is nothing to speak of, the native, if he feels cold, simply piles on more cotton garments or quilted clothes. Consequently, whether in the shape of raw cotton, cotton yarn, or cotton piece-goods, cotton of some kind flows into Western China in a steadily increasing volume, and chiefly interested in this trade are of course Manchester and other towns similarly engaged in the piece-goods business. The Szechuenese, being, as I have said, well-to-do, would also buy sundries of all kinds, which it would be the business of the exhibition to bring to their notice."

If it be argued that there is no money to spare for such a scheme, I reply that it ought to be obtained before we find ourselves left hopelessly in the background by our rivals. If the Chambers of Commerce cannot afford it, which surely is not possible—then the Government should assist them by a grant. The country spends a large sum of money annually on the upkeep of the consular service and the men-o-war required to guard the interests of our traders, but what is the use of this expenditure if our trade—the *sine qua non* of our existence as a nation—is gradually going to fall away, as it is too surely doing? In the five years up to 1901 we lost 6 per cent. of our trade in China, and, bearing in mind the pushful activity of the Americans and the officially supported energy of the Germans and Japanese, it needs no special stretch of imagination to realise that unless some exceptional measures are taken to revive our failing commercial energies the time is not so very far off when our consular service and men-o-war will have very few interests to guard. These who have our trade interests honestly at heart know that my picture, gloomy as it is, is not overdrawn, and that our existence as the foremost trading nation of the world was never in such danger as it is now."

THE ANTI-FOREIGN ATTITUDE IN CHINA.

"A Chinese Patriot" writes to a London daily commenting on the attitude of the Powers towards China and the alleged anti-foreign feeling of his countrymen. He would like to ask whether there is not reason why this anti-foreign feeling should exist, and answers yes.

"The first reason, I think, is the injudicious and inconsistent action of the European missionaries in China. What would the English people say if Chinese Buddhist missionaries were to come to England and endeavour to propagate their religion in the high-handed manner adopted by Christian missionaries in China, interfering with the magistrates and police, when converts were concerned, and threatening the vengeance of China if their demands were not acceded to? The second reason is the anti-Chinese feeling so prevalent in Europe, America, and the European Colonies, as evidenced by their attitude towards Chinese labour, and their treatment of the Chinese generally. The third reason is the policy of 'grab' (one can call it nothing else) followed by the European Powers with respect to Chinese territory. A fourth reason may be found in the behaviour of the Allied troops at the relief of the Legations during the late troubles in China. These troops, by their looting of private houses and ill-treatment and killing of innocent people, showed that they were not so civilised as they boast to be, and that the word 'barbarians', which they so contemptuously applied to the Chinese, was far more applicable to themselves. In conclusion, I would say that if the European nations were to treat China with the courtesy and consideration due from one civilised country to another—to treat her, in fact, as they treat one another—there would be no anti-foreign feeling in China. The Chinese know that they have much to learn from Western civilisation—just as, perhaps, the European nations may find that they have something to learn from Eastern civilisation—and would only be too ready to meet European nations halfway if they were approached in a proper spirit."

DALNY.

In the April *Scimitar* Mr. Clarence Cary gives a very laudatory account of the growth and prospects of "Dalny, a Fin-City." This is accompanied by many excellently-reproduced photographs, which add very materially in giving an impression of what Dalny now is and what it may become. As at Tsingtau, the multitudinous poor classes of the indigenous folk are not to swarm among the foreign residents as they have elsewhere been imprudently suffered to do, being, instead, held conveniently aloof from the main city by an intervening park, a precaution the manifold advantages of which, Mr. Cary points out, will be readily appreciated by those who know the unpleasant and detrimental *grouillonnement* of the British Colony of Hongkong and of the Foreign Concessions of Shanghai. But we may remember that this was the original intention at these places. If Dalny is a huge success like these places Chinese would surely be the highest purchasers. Will they be allowed to buy? As to prospects Mr. Cary thinks that a large trade must speedily accrue to the port by reason of the presence there of the railway, and indeed, that the principal trans-Pacific steamship lines of all nations will ultimately make Dalny their most important Far Eastern port of call, whatever they may immediately continue to do with Yokohama and Nagasaki, and whatever may be their existing affiliations with Shanghai or Hongkong.

"Although Port Arthur, which is only some 40 miles away, may fairly bristle with guns, and swarm with capable Cosacks, there is not to be the slightest suggestion of military safeguard present or contemplated at Dalny. Just here, the astute Russians are borrowing a leaf from the experience of Shanghai, which, under like conditions, has been able to summon the fleets and troops of the outside great Powers to her aid in time of stress, and this too without thereby encountering an unpleasant expense-account. For *contra*, the nearby German creation of Tsingtau, on Kiaochow Bay, lies open to inspection as an object-lesson, and is an example of what the Dalnians have prudently sought to avoid. Here a proposed commercial town, though admirably constructed and possessing the necessary deep-water access to docks (and even a railway back to good coal, with likewise a possible future freight connection), is found check-by-jaw with a military stronghold where it must forever stand or fall, or be perturbed, according to the fate of its adjacent fortifications; its trade development meanwhile suffering the blight of *militarismus* in the usually tightly buttoned form."

"Dalny thus on the one hand advantaged, and on the other free, would seem fairly equipped to enter on a career of safe and unimpeded development. What are her present or prospective rivals for the commercial supremacy of the future along the China coast? Of these, the great entrepôts of Hongkong and Shanghai, now, of course, stand far-and-away in the front, with the nearer neighbours Tientsin and Newchwang well up in present importance; but each and all of these are handicapped by a heavy charge of lightening, transshipments, not to speak of crowded or insufficient 'bunds' or waterfronts. Hongkong enjoys no railway, while Tientsin and Newchwang must encounter closed seasons of ice. Ching-wan-tao will probably have both handy railway facilities and ice-free conditions, and therefore offers promise, although, as yet, rather a potentially than a factor in the race."

"Mr. Cary seems to think that Americans will profit most from Dalny. 'Our British cousins, lacking our own independent position and our a gleaming market prospects hereabouts, with ever before their eyes the certain bogey scares above referred to, may fume over Russia's triumphant progress, or our erstwhile *protégés*, the Japanese, continue (for other reasons, but with equal futility) to kick against the pricks'; but what have we or the United States of America to do in either of their *gaites*?—I, at C. Express."

Dr. Morrison, the *Times* correspondent at Peking, says of this port:—

Dalny is at present a free port—that is to say that no duties are collected there upon goods intended for distribution in Manchuria. The two ports into Manchuria are Newchwang and Dalny, the chief markets of Manchuria being north of the latitude of Newchwang. Goods entering by Newchwang pay 5 per cent. duty if for distribution in the town, and 7½ per cent. if for distribution in the country. Goods entering by Dalny pay nothing. The distance from Dalny to the latitude of Newchwang is 150 miles. If, then, the cost of transport for the 150 miles is less than 7½ per cent. *ad valorem* shippers will send their goods to Dalny; the railway will profit, and Chinese revenue will suffer. But the railway cannot compete against a water-way such as the Liao River, so that it is certain that Newchwang will benefit and not lose by the railway, since the great accession of wealth it brings into the country will stimulate production in the interior. I was present at the departure of the first through train from Dalny to Odessa. It consisted of 24 wagons carrying ten tons each, and the freight and all charges from Hankow on the Yangtze by railway steamer to Dalny to Moscow, were R.5-20 the Russian pound of 36 lb. Tea imported by sea pays a duty in Russia of R.35-20 the pound, but by land only R.25-30 so that a great saving is possible on the new route. All tea will surely be sent this way in the future."

Nowhere in the English handbook is Dalny spoken of as a free port. A free port in Russia would be a phenomenon greater than Parliamentary representation, freedom of the Press, and manhood suffrage. Dalny will be a free port till the occupation of Manchuria is effective. Vladivostok was a free port till Jan. 1, 1901, when such crushing duties were imposed that the port has been practically ruined in two years. Even so, powerful a corporation as the American Trading Company are closing their agency. When the occupation is complete Dalny will become the same as any other port in Russia."

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[38]

A WORD TO THOSE WHO ROW.

The following extract is from an article in the *New York World*, by Mr. A. P. Terhune:—

Whether you intend to "try for the crew" or not (he writes) rowing will be of great assistance to you. To lads who live within reach of a body of water a boat is of course the best means of acquiring prowess along this line. To the luckless boy who is condemned to live in a large city or in a part of the country where there is no boating, the rowing machine forms an excellent substitute. Most large gymnasiums have at least one rowing machine. Or, if such a gymnasium is not accessible, several boys can club together and buy or hire a machine. Whether practising rowing in a machine or in a boat, remember to keep the shoulders squared, the back straight, the whole body from becoming awkward or lopsided. Don't slouch or loaf, nor permit the back to slump over, or the shoulders to become rounded. Pull each stroke with back and legs as well as with the arms. Avoid jerkiness or slowness in the stroke. Row steadily and swiftly, making the body a machine whose every part works in perfect combination with the rest. In rowing as in running, keep the lips closed and breathe through the nose, taking long, regular, deep breaths. Lay out a course (if in a boat), and sprint the last part of the distance.

Diet is another all-important item in the training of the athlete. When you take up such a career abandon all thoughts of pastry, fried or fatty foods, tobacco, liquor in all forms, and hot breads. This leaves you a large variety of diet, and even if you fail to win athletic renown your whole system will be the better for such self-denial. Steak, chops, lean beef, eggs, most vegetables and plain puddings are excellent fare for the man in training. But sausages, pies, pork, heavy sweets, pancakes, etc., are deadly and rob an athlete of his "form" more quickly and completely than would a drug. Sleep nine hours out of twenty-four. Never go to bed later than 10 p.m. Sleep in a well-ventilated room. And, above all, remember that the lad or young man who makes a hit in athletics and at the same time scores a failure in his studies or his work is defrauding himself and his family. Study and athletics, work and athletics, are not incompatible. But neither must be allowed to encroach on time that should be devoted to the other.

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Hongkong, 13th June, 1902.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong A, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 23rd inst. at Noon.
LONDON	PARACOS	Brit. str.	2 m.	A. F. Street	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON & ANTWERP, via Singapore, &c.	MALACCA	Brit. str.	2 m.	A. F. Street	P. & O. S. N. Co.	On 29th inst. at Noon.
LONDON	CALCUTTA	Brit. str.	2 m.	A. F. Street	P. & O. S. N. Co.	On 4th June.
LIVERPOOL via GENOA	AGAMEMNON	Brit. str.	2 m.	A. F. Street	P. & O. S. N. Co.	To-morrow.
MARSEILLES, LONDON & ANTWERP, via Suez, &c.	HYSON	Brit. str.	2 m.	A. F. Street	P. & O. S. N. Co.	On 12th June.
MARSEILLES, LONDON & ANTWERP, via Suez, &c.	WAKASA MARU	Jap. str.	2 m.	J. B. McMillan	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, via Suez, &c.	CALCUTTA	Brit. str.	2 m.	A. F. Street	P. & O. S. N. Co.	On 19th inst. at 8 A.M.
MARSEILLES, LONDON & ANTWERP, via Suez, &c.	KANAGAWA MARU	Jap. str.	2 m.	J. B. McMillan	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, via Suez, &c.	AGAMEMNON	Brit. str.	2 m.	A. F. Street	P. & O. S. N. Co.	On 23rd June.
BREMEN, via Ports of Call.	HYSON	Brit. str.	2 m.	A. F. Street	P. & O. S. N. Co.	On 7th July.
HAYRE, BREMEN & HAMBURG	SEGROVA	Ger. str.	2 m.	F. Forck	HAMBURG-AMERIKA LINIE	On 27th inst. at Noon.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madson	HAMBURG-AMERIKA LINIE	On 2nd June.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borck	HAMBURG-AMERIKA LINIE	On 18th June.
HAYRE & HAMBURG	NURNBERG	Ger. str.	2 m.	Jaburg	HAMBURG-AMERIKA LINIE	On 30th June.
HAYRE & HAMBURG	WURZBURG	Ger. str.	2 m.	v. Binzer	HAMBURG-AMERIKA LINIE	On 14th July.
HAYRE & HAMBURG	BADENIA	Ger. str.	2 m.	Ror en	HAMBURG-AMERIKA LINIE	On 28th July.
TRIESTE, &c., via Singapore, &c.	CHINA	Aus. str.	2 m.	Mosen	SANDER, WIELER & CO.	On 11th August.
GENOA, LONDON & ANTWERP	BENMOHR	Brit. str.	2 m.	Wallace	GIBB, LIVINGSTON & CO.	On 19th inst. P.M.
NEW YORK, via SUEZ CANAL	PENROCKSHIRE	Brit. str.	2 m.	A. F. Street	SHAW, TOMES & CO.	On 3rd June.
NEW YORK, via SUEZ CANAL	SAGAMI	Brit. str.	2 m.	A. F. Street	SHAW, TOMES & CO.	On 18th inst.
NEW YORK, via SUEZ CANAL	HUMSON	Brit. str.	2 m.	A. F. Street	SHAW, TOMES & CO.	On 25th inst.
NEW YORK, via SUEZ CANAL	HEATFORD	Brit. str.	2 m.	A. F. Street	SHAW, TOMES & CO.	On 31st inst.
NEW YORK, via SUEZ CANAL	NUBIA	Ger. str.	2 m.	von Hoff	CANADIAN PACIFIC R. CO.	On 27th inst.
YANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	A. F. Street	CANADIAN PACIFIC R. CO.	On 3rd June, at Noon.
YANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	A. F. Street	CANADIAN PACIFIC R. CO.	On 19th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IYO MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 23rd inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	VICTORIA	Brit. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 2nd June, at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ARI MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 17th June.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TELEMACUS	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 22nd inst.
PORTLAND, OREGON	INDRAPURA	Brit. str.	2 m.	W. Scott Hunter	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	W. Scott Hunter	NIPPON YUSEN KAISHA	On 22nd inst.
AUSTRALIAN PORTS	YUNNAN	Brit. str.	2 m.	W. Scott Hunter	NIPPON YUSEN KAISHA	On 22nd inst.
AUSTRALIAN PORTS	CHURAN	Brit. str.	2 m.	W. Scott Hunter	NIPPON YUSEN KAISHA	On 22nd inst.
YOKOHAMA & KOBÉ	DAIJI MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 24th inst.
YOKOHAMA & KOBÉ	MAIDZU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	To-morrow.
YOKOHAMA & KOBÉ	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 20th inst.
YOKOHAMA & KOBÉ	FORMOSA	Brit. str.	2 m.	E. Evans	DOUGLAS LARSEN & CO.	To-morrow, at 5 P.M.
YOKOHAMA & KOBÉ	KWEEYANG	Brit. str.	2 m.	N. Tate	TOYO KISEN KAISHA	On 18th inst.
YOKOHAMA & KOBÉ	ROSETTA MARU	Brit. str.	2 m.	R. Rodger	TOYO KISEN KAISHA	To-day, at 11 A.M.
YOKOHAMA & KOBÉ	ZAFIRO	Brit. str.	2 m.	R. Rodger	TOYO KISEN KAISHA	To-morrow, at 10 A.M.
YOKOHAMA & KOBÉ	SUNGKIAN	Brit. str.	2 m.	R. W. Almond	TOYO KISEN KAISHA	On 26th inst.
YOKOHAMA & KOBÉ	THANAN	Brit. str.	2 m.	R. W. Almond	TOYO KISEN KAISHA	On 23rd inst. at 10 A.M.
YOKOHAMA & KOBÉ	HANTANG	Brit. str.	2 m.	R. W. Almond	TOYO KISEN KAISHA	On 18th inst.
YOKOHAMA & KOBÉ	LIGHTNING	Brit. str.	2 m.	J. S. Spence	DAVID SAMPSON & CO. LD.	On 30th inst. at Noon.
YOKOHAMA & KOBÉ	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 2nd June, at Noon.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. McMillan	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 16th May, at Daylight.
IYO MARU C. H. Butler	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA.	TUESDAY, 19th May, at 4 P.M.
KUMANO MARU E. W. Haswell	NAGASAKI, KOBÉ and YOKOHAMA.	WEDNESDAY, 20th May, at Noon.
KASUGA MARU W. Scott Hunter	SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	WEDNESDAY, 20th May, at 4 P.M.
BINGO MARU F. Davis	KOBÉ and YOKOHAMA.	FRIDAY, 22nd May, at Daylight.
INDUMI MARU M. Yagi	KOBÉ.	FRIDAY, 22nd May, at Noon.
KAGOSHIMA MARU K. Kori	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 2nd June, at Noon.
KANAGAWA MARU J. B. McMillan	MARSEILLES, LONDON and ANTWERP, via SHANGHAI, MOJI, KOBÉ and YOKOHAMA.	SATURDAY, 30th May, at Daylight.
ARI MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA.	TUESDAY, 2nd June, at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Charter Road.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

STEAMERS.	TONS.	SAILING DATES.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 3rd June.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 24th June.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 22nd July.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Aug.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to YANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" (4 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender Street.

OSAKA SHOSHEN KAISHA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMSU, via SWATOW, AMOY, ANPING, via SWATOW, AMOY, FOOCHOW, via SWATOW, AMOY.	"DAIJI MARU" "MAIDZU MARU" "ANPING MARU" "ANPING MARU"	SUNDAY, 24th May. SATURDAY, 16th May. May. WEDNESDAY, 20th May.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 14th May, 1903. T. ARIMA, Manager.

PORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON.

STEAMERS.	TONS.	CAPTAIN.	TO SAIL ON.
"INDRAPURA"	4,899	A. E. Hollingsworth	May 22, 1903
"INDRASAMHI"	5,197	E. P. Craven	June 14, 1903
"INDRAVELLI"	4,899	W. E. Craven	July 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 5th May, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOVA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUBIA	NEW YORK, via PORTS.	On 31st May. Freight.
SEGROVA	HAYRE, BREMEN and HAMBURG.	On 2nd June. Freight.
STRASSBURG	(Calling at Singapore and Colombo)	On 16th June. Freight & Passengers.
SUEVIA	(Calling at Singapore and Penang)	On 30th June. Freight.
NURNBERG	(Calling at Singapore and Penang)	On 14th July. Freight.
WURZBURG	(Calling at Singapore and Penang)	On 28th July. Freight & Passengers.
BADENIA	(Calling at Singapore and Penang)	On 11th Aug. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.
THE Company's Steamship.

"OCEANIAN."
Captain Guignou will be despatched for the above ports on or about SATURDAY, the 16th inst. and of as previously notified.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 13th May, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBÉ.
THE Company's Steamship.

"MORAVIA."
Captain Gillhuber will leave for the above places on MONDAY, the 18th inst. P.M.
For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Princes' Buildings.
Hongkong, 11th May, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAYRE, BORDEAUX, also

PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 19th May, 1903, at 8 A.M., the Company's Steamship "CALEDONIAN" with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Dumbca, which vessel takes on her Passengers and Mails, leaving that port on the 30th May, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon only on Monday, the 18th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 9th May, 1903.

STEAMSHIP SERVICE TO NEW YORK via SUEZ CANAL.
(With liberty to call at PHILIPPINE PORTS.)

THE "Shire" Steamship
"PENROCKSHIRE"
will be despatched on MONDAY, the 18th inst. The American Steamship Company's "PENROCKSHIRE" will be despatched on MONDAY, the 15th June.

For Freight, &c., apply to SHAW, TOMES & CO., Agents.
Hongkong, 12th May, 1903.

TOYO KISEN KAISHA
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date.

"ROSETTA MARU"	N. Tate	3876	Friday, 15th May, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3869	Friday, 22nd May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 11th May, 1903.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.
STEAMERS TO SAIL ON REMARKS.

MOJI and KOBÉ	NANKIN	About 18th May	Freight only.
YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBÉ	CANTON	About 20th May	Freight or Passage.
(Passing through the Inland Sea)	C. F. Lockstone, B.N.K.	May	See Special Advertisement.
LONDON &c.	BENGAL	Noon, 23rd May	Freight or Passage.
SHANGHAI	CHURAN	About 23rd May	Freight or Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALACCA	Noon, 29th May	Freight or Passage.

For further Particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, 14th May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 27th May
STUTTGART	THURSDAY, 11th June
ROON	THURSDAY, 25th June
PREUSSEN	THURSDAY, 9th July
HAMBURG	THURSDAY, 23rd July
PRINZ HEINRICH	THURSDAY, 6th August
SACHSEN	THURSDAY, 20th August
* KAUTSCHOU	THURSDAY, 3rd September
BAYERN	THURSDAY, 17th September

* Steamers of the Hamburg-Amerika Linie. + Calling at Amsterdam.

ON WEDNESDAY, the 27th day of May, 1903, at Noon, the Steamship "ZIETEN" of the NORDDEUTSCHER LLOYD, Captain E. Wilhelm, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 25th May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
Hongkong, 14th May, 1903.

SHIPPING.

ARRIVALS.
May 13, Amoy, German str., 771, T. Hansen, Clefuo and Tientsin 8th May, General—Jensen & Co.

May 13, Victoria, American str., 2,112, J. Panten, Tacoma 17th April, General—DODWELL & CO. LD.

May 14, ANPING, Chinese str., 1,153, Richards, Shanghai 9th May and Swatow 18th, General—CHINSEK.

May 14, DORIS, Norwegian str., 965, Jacobson, Chinkiang 9th May, Rice—DORIS.

May 14, HAILAN, French str., 377, L. Anderson, Kishio 14th and Hishio 15th May, Pigs and General—A. R. MATTY.

CLEARANCES.
At THE HARBOUR MASTER'S OFFICE.
14th May.

Arnold Luyken, German str., for Swatow.
Bombay Maru, Japanese str., for Kobe.
Carl Diederichsen, German str., for Hishio.

Changha, British str., for Kobe.
Daphne, German str., for Amoy.
Hailan, British str., for Swatow.

Hailan, French str., for Hishio.
Kansa, British str., for Shanghai.
Kowloon, German str., for Chinkiang.

Laiyang, British str., for Singapore.
Lokang, British str., for Shanghai.
Loongang, British str., for Manila.

Shansi, British str., for Canton.
Thea, German str., for Canton.
Tottenham, British str., for Weihaiwei.

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM
NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"ALCINOUS"	On 14th May.	
GLASGOW AND LIVERPOOL	"ANTENOR"	On 18th May.	
GLASGOW AND LIVERPOOL	"PELEUS"	On 1st June.	
GLASGOW AND LIVERPOOL	"YANGTZE"	On 4th June.	
GLASGOW AND LIVERPOOL	"OOPACK"	On 9th June.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LIVERPOOL VIA GENOA	"AGAMEMNON"	On 16th May.	
LONDON	"PATROCLOS"	On 25th May.	
LONDON	"CALCHAS"	On 4th June.	
LIVERPOOL VIA GENOA	"HYSON"	On 12th June.	
MARSEILLES, LONDON and	"ALCINOUS"	On 23rd June.	
ANTWERP	"ANTENOR"	On 7th July.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	On 17th June.	
NAGASAKI, KOBÉ & YOKOHAMA			
The S.S. "ALCINOUS" left Singapore on the 9th inst., and is due here on the 14th inst. p.m.			
The S.S. "AGAMEMNON" left Shanghai on the 12th inst., and is due here on the 15th inst.			
The S.S. "ANTENOR" left Singapore on the 13th inst., a.m., and is due here on the 18th inst.			

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th May, 1903.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"FOOCHOW"	On 15th May.	
SHANGHAI	"YUNNAN"	On 16th May.	
CEBU and HOLO	"KWEIYANG"	On 18th May.	
SAMARANG and SOERABAYA	"HANYANG"	On 18th May.	
MANILA	"SUNGKIANG"	On 20th May.	
MANILA	"TSINAN"	On 22nd May.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th May, 1903.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon unidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct.	Sat. 16th May, 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct.	Sat. 23rd May, 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th May, 1903.

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
VICTORIA	J. Panton	3,502	May 23rd
SHAWMUT	W. M. Smith	9,006	May 30th
OLYMPIA	J. Truobridge	2,837	June 24th
TACOMA	A. Dixon	2,812	July 6th

Steamers marked * have no passenger accommodation.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

71

AMERICAN AND ORIENTAL
TRANSPORT LINE.STEAM FOR NEW YORK VIA SUEZ
CANAL.

The Company's Steamship

"HEATHFORD"

will be despatched on or about 25th May.

For Freight, apply to

ARNOLD KARBURG & CO.,
General Agents for China.

Hongkong, 30th April, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

CHRISTOPHER, British 4-m. barque, Atkinson.

Standard Oil Co.

DRAKES, Swedish barque, A. P. Larsson.

Jardine, Matheson & Co.

KERTNER, British 4-m. barque, T. E. Burch.

Standard Oil Co.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to EAST OF SOUTH AFRICA, PERSIAN GULF, Red Sea, BLACK SEA, LEVANT, VENICE and Adriatic Ports.)

The Company's Steamship

"CHINA"

Captain Mosca, will be despatched as above on TUESDAY, the 19th inst., p.m.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 13th May, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"

Captain J. G. Spence, will be despatched for the above ports on WEDNESDAY, the 20th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSON & CO., LD.,
Agents.

Hongkong, 13th May, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"LOTHIAN"

Captain Williamson, will be despatched for the above ports on THURSDAY, the 21st May, at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN,
Superintendent.

Hongkong, 30th April, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 23rd MAY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until value of all packages are required to note the terms and conditions of the Company's Bill of Lading.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"SAGAMI" About 25th May.

"CHARLES TIBERGHIEN" 15th June.

"MADUFE" 10th July.

For Freight and further information, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 12th May, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY, SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNVALUED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 1st May, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason)

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class ... \$1.50

2nd " ... 0.70

3rd " ... 0.30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Boshan Street West.

Hongkong, 9th May, 1903.

FOR SAMSHUI, VIA KONGMOON AND KUNCHUK.

THE Steamship

"PAK KONG"

will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to

KWONG WAI STEAMBOAT CO., LD.,
15 and 16, Connaught Road, Praya West.

Hongkong, 6th May, 1903.

FOR KOBE, NAGASAKI AND
YOKOHAMA.

(Calling at Ceylon.)

THE Steamship

"SAYOIA"

Captain Deini, will be despatched for the above ports on SUNDAY, the 24th inst., at DAYLIGHT.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 12th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at Philippine Ports.)

PROPOSED SAILING FROM HONGKONG.

THE Steamship

"HUDSON"

will be despatched for the above ports on or about the 25th inst.

For Freight and further information, apply to

STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department,
Agents.

Hongkong, 14th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

Daily Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Storage, \$1.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market, at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, 20th April, 1903.

PUBLIC COMPANY

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at Noon, on WEDNESDAY, the 20th MAY, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 20th MAY, both days inclusive.

R. J. MACGOWAN,
Acting Secretary.

Hongkong, 9th May, 1903.

NOTICES OF FIRMS

NOTICE.

DURING my absence from the Colony, Mr. A. K. ARBULLI is authorised to sign my Name Per Procuration.

WM. SHEWAN.

Hongkong, 13th May, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 25, QUEEN'S ROAD CENTRAL, 2nd FLOOR.

Hongkong, 21st March, 1903.

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Office are Established at Nos. 29 and 31, CONNAUGHT ROAD, opposite Douglas Pier.

Hongkong, 1st May, 1903.

NOTICE.

THE Business of Shewan's General Brokers hitherto carried on by GUBBAY & MICHAEL has this day been Dissolved by Mutual Consent. All Outstanding Contracts and Accounts will be attended to by Mr. R. A. GUBBAY who will continue to carry on the business in his own name.

R. A. GUBBAY,
R. H. MICHAEL.

Hongkong, 12th May, 1903.

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Automatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, Laryngitis, Colds, with Wheezing, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

CRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copahu, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent and

MATICO CAPSULES in the more chronic cases

GRIMAULT & Co., Paris, sold by all Chemists.

(132-5)

R. J. REMEDIOS,

FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used Foreign Stamps in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

(1319)

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in GRANITE

MARBLE and MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1902.

NOW ON SALE.

IMPERIAL QUARTO

ENGLISH AND CHINESE

DICTIONARY.

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous scientific machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Panti pronunciations are given, the accents being carefully marked on the last principle hitherto obtained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—

Chalmers' Vocabulary contains about 16,000 Chinese characters, and Mathews' English and Chinese Dictionary about 10,000 whilst this work contains more than 50,000 English words and upwards of 60,000 Chinese characters.

Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

4 Vols. IMPERIAL QUARTO, Price \$20.

A Large REDUCTION IN PRICE is made to Purchasers of SIX or more Copies.

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All proofs are read and all work supervised by Englishmen. Always equal and generally superior to that where done anywhere.

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For full particulars, &c., &c., Apply to—

W. STUART HARRISON, A.M. Inst. C.E. Manager.

Note Address:—No. 2, Ice House Road, Hongkong, 18th January, 1903.

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Including:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

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